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	Jo D	In June 1952, toward Drewit: Guben railroad	airfield.	This spur to	rack branch	was under co med off from	nstruction the Cottl	on ous••
	2.	On 16 June, work started on the removal of the humus soil on the runway at Drewitz airfield. On 30 June, a strip of 900 meters was completed. A total of 500 persons were employed on this day. The laying of the spur track was to be completed by 15 July. The 1952 construction plan included the construction of a runway, the southern taxiway with hard-stands, and a cantonment. Barracks installations and hangars were scheduled to be built in 1952/1953 and, subsequently, an aircraft plant was to be constructed in 1953. Construction work at the field was under the supervision of the Coviet construction staff in Merder. The area of the field was inspected by mambers of the SSD, VP and criminal investigation police.						
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	3.	Two original documents were found at the field. One of them contains information that a wire fence with concrete supports is to be built around the field. According to the second document, the starting date, I August 1952, for concreting work on the runway and taxiways cannot be not because of a delay in the delivery of construction machines. The document also indicates that work at the field is done by the Dresden Bauumion and supervised by the Derder construction staff. *						
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